

Anchorage Amateur Radio Club

Meeting on September 7th

IN THIS ISSUE:

Regular HAM Gatherings
Instructions for the remote auto patch

Help!
And Much Much More

Officers

President	Randy Vallee, AL7PJ
Vice President	Jim Larsen, AL7FS
Secretary	Keith Clark, WL7CSR
Treasurer	Richard Block, KL7RLB
Trustee	Jim Feaster, KL7KB
Activities Chairman	TJ Sheffield, KL7TS
News Letter Editor	Edythe Lynn KL7EL
Membership Chairman	Fred Erickson KL7VC
Past President	John Lynn, KL7CY

Three Year Board Members

Bruce McCormick WL7YR
Mike Borer, WL7CKB
David Stevens KL7EB

One Year Board Members

Hannelore Kelliher, NL7EA
Mark Kelliher, KL7TQ
Jim Tvrdy, KL7CDG
Bill Reiter, KL7ITI
Frank Bratt, KL7FSE
Rob Smith, AL7ML

AARC web page & Email contact addresses:

Homepage: <http://home.gci.net/~lawson/>
Email Reflector: KL7AA@OTH.NET
Webmaster: lawson@gci.net
President: vallee@gci.net
Membership: frederickson@iname.com
Newsletter: kl7el@arrl.net

News Letter Submissions, Information or corrections:

Submissions must be received 2 weeks before meeting
Email: KL0EO@arrl.net Facsimile: 907-338-4791
Mail: 7013 Trafford Ave. Anchorage 99504

KL7G CODE PRACTICE SCHEDULE

Schedule: 7:00am, 10:00am, 4:00pm, 7:00pm, 10:00pm
AK time, every day Frequencies: 3575 kHz, 7075 kHz &
145.35 MHz: Sending Speeds: 7 wpm

Nets in Alaska:

The following nets are active in South-central Alaska:
Alaska Sniper's Net 3.920 MHz 6:00 PM daily
Alaska Bush Net 7.093 MHz 8:00 PM daily
Alaska Motley Net 3.933 MHz 9:00 PM daily
Alaska Pacific Net 14.292 MHz 8:00 AM M-F
850 No Name Net 146.85/.25 repeater Sundays 8:00 PM
Son of Sideband Net 144.20 USB Mondays 9:00 PM local
Big City Simplex Net 146.520, 446.0, & 52.525 FM Packet
145.01 Tuesdays 8:00 PM local
ARES net 147.30/.90 repeater Thursdays at 8:00 PM local
PARKA net 147.30/.90 Thursdays at 9:00 PM local

Anchorage & Mat Valley Area Repeaters

KL7AA systems at Flattop Mt., 2,200 ft
146.94/34 MHz, 80 watts, autopatch, 100/141.3 Hz PL
224.94/223.34, 25 watts, no patch, no PL
444.70/449.70, 25 watts, autopatch, 123.0/141.3 PL
KL7CC, Anchorage Hillside, SCRC & QCWA
146.97/37 MHz, 30 watts, autopatch, 103.5 Hz PL
KL7M Anchorage Hillside
147.21/81 MHz, Internet Iphone, 103.5 Hz PL
KL7ION at Mt. Gordon Lyon 3,940 ft
147.30/90, MHz - 80 watts, no patch, no PL
KL7AIR Elmendorf AFB, EARS
146.67/07, 107.2 Hz PL
KL7DJE at Grubstake Peak, 4,500 ft.
147.09/.69 MHz, 25 watts, no patch, 100 Hz PL
444.925/449.925, 10 watts, no patch, 141.3 Hz PL
KL7JFU, KGB road, MARA club
146.85/.25, autopatch, no PL
KL7DOB, Wasilla in WL7BD's tree
146.64/.04, simplex patch, no PL
KL7AA, Mt. Alyeska, 2,400 ft.
146.76/16 MHz, 25 watts, no patch, 141.3 Hz PL

South Central Area Simplex Frequencies

146.52 Mhz Calling and Emergency frequency
147.57 / 447.57 (crossband linked) HF spotters & chat, 103.5
HZ PL
146.49 Mhz Anchorage area simplex chat
146.43 MHz Mat Valley simplex chat
147.42MHz Peninsula simplex chat

HOT LINKS

Internet Web links, the favorites from our readers

AARC <http://home.gci.net/~lawson/>

SCRC <http://www.KL7G.org>

EARS <http://www.qsl.net/kl7air>

MARA <http://www.obarr.net/mara/>

Moose Horn ARC <http://www.alaksa.net/~kl7fg>

ARES <http://www.qsl.net/aresalaska>

KL7J <http://www.alaska.net/~buchholz>

Fairbanks AARC: <http://www.kl7kc.com/>

Yukon Amateur Radio Association:

<http://www.klondike.com/yara/index.html>

HAARP Project:

<http://server5550.itd.nrl.navy.mil/projects/haarp/>

<<Amateur Radio Reference Library>>

<http://www.area-ham.org/library/libindex.html>

Hamradio: <http://www.hamrad.com/>

Solar Terrestrial Activity <http://209.130.27.95/solar/>

ARRL <http://www.arrl.org/>

Propagation Report Recording 566-1819

Please let us know if there are other clubs pages or good starting points that should appear here

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ABACUS RADIO REPAIR

Factory authorized service for: Kenwood, ICOM,
Yaesu, Alinco, Amateur radio equipment.
Call Jim Wiley, KL7CC (907) 338-0662

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NEWSLETTER ARTICLES: All articles from members and interested persons are very welcome. If you wish to submit any articles, jokes, cartoons, please have it typed or neatly handwritten. It can be submitted by computer disk, fax, or E-mail to the newsletter editor at the address listed on the cover. Submissions must be in the hands of the editor at least two weeks prior to the meeting.

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MISTAKES!

If you find any mistakes in our newsletter, especially in the spelling of words, please consider that they are there for a purpose.

We publish something for everyone to keep everyone happy, especially those who are always looking for mistakes.....Keep smiling, your Editor

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Regular HAM Gatherings:

Lunch Tuesdays, 11:30 AM to 1:00 PM: Join the gang for lunch and an eyeball QSO at the Royal Fork, "South, on Old Seward Highway.

Breakfast Saturdays, 7:30 AM: Here is a great way to get started on the week-end come and meet with some of the locals and have a great breakfast at Phillips Restaurant, at the corner of Arctic and International. Great Fun.

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THIS MONTH'S EVENTS

September 4th: EARS general meeting at 7:00 PM 1st Tuesday of the month, in the basement of Denali Hall (building 31-270) on Elmendorf AFB. Talk in on 147.67/.07 repeater.

September 4th: VE License Exam 6:30 PM, 1st Tuesday of the month at the Hope Cottage offices, 540 W International. Bring photo ID, copy of license (if any) and any certificates of completion.

September 7th: AARC general meeting at 7:00 PM 1st Friday of the month in the Carr-Gottstein Building, on the APU Campus. Talk in will be on 147.300.

September 7th & 21st: Moosehorn ARC general meeting at 7:00 PM every other Thursday in the Soldotna Borough q3 Offices on North Binkley. Talk in on 146.88 repeater or 147.42 simplex.

September 14th: SCRC meeting at 7:00 PM the 2nd Friday of the month at Denny's on Debarr & Bragaw. Talk in on 147.57 simplex.

September 8th: VE License Exams at 2:00 PM, 2nd Saturday of the month at Hope Cottage 540 W. International. Be sure to bring photo ID, copy of license (if any) and any certificates of completion.

September 15th: ARES General meeting 9:30 AM to 12:00 PM. No Meeting do to the Ham Fest

HAMFEST September 15 Saturday with the Banquet Friday night September 14 at Royal Fork South. Call KL7CC, Jim Wiley Hamfest Chairman at 338-0662 to volunteer to help.

September 15th: PARKA Meeting at 11:00 AM, 3rd Saturday of the month at Peggy's, across from Merrill Field

September 18th: AARC Board meeting at 7:00 PM 3rd Tuesday of the month at Hope Cottage 540 W. International.

September 28th: MARA meeting at 7PM the last Friday of the month at the MTA Business Office in Palmer.

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Please contact John Lynn on Packet on ANCBBS or email KL7CY@arrl.net or telephone to reserve a table at the Hamfest. Hams \$25 per, Commercial \$50 no commission percentage, no admission charge. One day only Sept 15 73 and see you there de KL7CY

John E Lynn Jr KL7CY (formerly KL0CY)
7013 Trafford Avenue
Anchorage, Alaska 99504
Telephone 907-337-1091
Facsimile 907-338-4791
Email johnlynn@gci.net

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VEC Report

Two AARC VEC testing sessions were held in Anchorage and one was held in Fairbanks during July. The following table provides some basic statistics for July and the past 12 months:

	July 2001	Past 12 Mths
Sessions	3	32
Number Tested	16	342
Licenses Granted (new or upgrades)	13	164
Passed Elements	14	226
Failed Elements	4	206
Element Pass Rate	81%	48%

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(UNAPPROVED)

Anchorage Amateur Radio Club General Meeting, August 3, 2001

The AARC General Meeting was held on Friday, August 3, 2001, at The Carr-Gottstein Building on the APU Campus. The meeting was opened by Past-President John Lynn, KL7CY at 7:15 p.m.

Newsletters were to those that wanted one.

The first order of business was updates on current events. Richard Block, KL7RLB, attended the debriefing for the Mass Casualty Drill. He says it was a limited drill to test the Hospitals. It was a simulated 7.2 earthquake that caused the Ben Boeke arena to collapse. Ham radio had a presence on-scene, on the busses, at the hospitals, and at the EOC. Ham radio was perceived as making an important contribution. Friends of Pets annual Dog Jog went very smoothly. T.J. Sheffield, KL7TS, coordinated a temporary Repeater/Antenna installation using the KL7G repeater. The Ham volunteers also help with water distribution, and trash pick-up on the trail.

Fixed

There were two new toys brought for show and tell. David Stevens, KL7EB, had a PSK31 kit that he purchased for his computer for \$40.00 for 80 meters. Everyone thought it would be a project for ARES to investigate.

John Lynn, KL7CY, purchased an LED light for \$10.00 at Walmart. It appears to be a good investment for everyone's Go Bucket.

John also advises that he was asked to speak to an organization called Volunteers Acting in Disaster. And is also looking for volunteers to help at the State Fair, manning the booth of the Division of Emergency Services. Pat Wilke, WL7JA, and **LenKL7IM**, were recruited to build a presentation about the status of packet radio.

A note to all to be on the lookout to a stolen Arrow satellite antenna. There was also a note that Doug Dickinson, KL7IKX, and Rick Marvin, KL7YF, have been working on the link in Girdwood, and that as of today (8-3), it is up and running. Jim Wiley, KL7CC, reported on the VEC conference in Gettysburg. He brought to the conference the Alaska concern of finding a way to remote test amateurs who live in towns with no VE team. Most participants felt that it was a problem specific to Alaska, so a committee was formed with KL7AA, W5YI, and the ARRL to try to formulate the details of a remote testing program. Unofficially the FCC says that if a reasonable procedure is devised, that they would probably establish the program on a temporary basis in Alaska only.

After a short break, Lil Marvin, NL7DL, requested the floor for two announcement item.

1. Lil, as trustee of the KL7ION repeater, wanted to remind everyone that she has a standing request for anyone wanting to use the repeater, that they submit a letter from their organization advising times of use, dates of use, and contact numbers for those using the equipment.
2. She wanted to make a statement about an item on page four of the newsletter concerning the previous Board Meeting. There was a discussion about ownership and control of the 30/90 repeater, and she wanted all to know that she was the trustee, and that Parkas were control operators.

Treasurer's Report:

Richard Block, KL7RLB, says that we are in good shape, and that he has a full written report if anyone wishes to review it.

Membership:

Fred Erickson, KL7FE, advises that we have 260 members of which 70 - 80 are dues paying. The rest are either Life Members or comps. That means that we only bring in \$130.00 a month, and he thinks the club should talk about raising the annual dues. Bill Capers, AL7BB, was curious how much interest we received on the Life Member account, and was informed by our Treasurer that it was about \$120.00 month.

Old Business

Hamfest Committee

Jim Wiley, KL7CC, advises that John Lynn, KL7CY, is the contact for tables. HRO, Kenwood, Icom, and Yaesu are all

coming. There will be lots of good door prizes including a Yaesu FT817. The banquet will be the night before on Friday the Sept. 14th at the Royal Fork for \$11.00 per head. He needs volunteers if anyone is interested.

Lil Marvin, NL7DL, announced a 5 day quickie ham course. It will be held the week before the Hamfest, that is Sept. 10 through 14 at the Red Cross, 235 E. 8th. Gordon West will be assisting on the 3rd day. There will be no charge except for some study materials. She asks that anyone interested register before 8-31. Contact her or Rick at 277-6714, or e-mail rlment@alaska.net.

John Lynn, KL7CY, reported that there was a problem with the Club gaming permit. He explained that the State Gaming commission had sent a letter advising that the Bingo parlor was out of compliance with State regulations. John advises that the Club (as well as the other 3 partners) have retained an attorney, and that there is an ongoing response. The membership will be kept informed.

There being no further topic of interest, the meeting was adjourned by Past-President John Lynn, KL7CY at 9:45 p.m.

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(UNAPPROVED)

Anchorage Amateur Radio Club Board Meeting, July 17, 2001

The AARC Board Meeting was held on Tuesday, July 17, 2001, at Hope Community Resources Administrative Building at 540 West International Airport Way. President Randy Vallee, AL7PJ, opened the meeting at 7:17 p.m. The following officers were in attendance: President Randy Vallee, AL7PJ, Secretary Keith Clark, WL7CSR, Treasurer Richard Block, KL7RLB, Past-President John Lynn, KL7CY, and Trustee Jim Feaster, KL7KB. Also in attendance: Mike Borer, WL7CKB, David Stevens, KL7EB, and Bill Reiter, KL7ITI. AARC Club members, VEC Chairman Jim Wiley, KL7CC, and Membership Chair Fred Erickson, KL7FE, were also present.

Minutes from the June 19th Board Meeting were reviewed. Richard Block, KL7RLB, made a motion to accept with minor corrections. It was seconded by Mike Borer, WL7CKB, and passed unanimously.

John Lynn, KL7CY, introduced guest Johnny Gibbons to bring us up to date on the situation with the bingo parlor.

Johnny told us of the informal call from the State, to notify us that there may be a more formal request to answer questions on some non-compliance issues related to our gaming permit. He then advised us that the formal letter had arrived today, 7-17-01, and that we had 15 days in which to file an appeal.

The two issues are:

1. The bingo parlor exceeded the expense limits during the first half of 2000.
2. The bingo parlor used gaming proceeds to open a restaurant.

A meeting of the bingo Board met prior to our meeting this evening 7-17-01. Their decision was to respond formally with a letter, and to also make an effort to resolve the situation with an informal meeting with a State Hearing Officer. And that we should be prepared to hire adequate council to help us work through the issues. It was estimated that it could cost the four bingo partners \$10,000.00 to \$15,000.00 each to pay for that council.

REPORTS

Health and Welfare:

No news is good news.

Membership Report:

Fred Erickson, KL7FE, advises that membership be up now to 260. There are 74 paying Members, and Fred would like the Board to consider raising annual dues, as they haven't changed in 15 to 20 years.

He will bring information to the next meeting about the cost of running the Club exclusive of Gaming funds, and will work with Dick, KL7RLB, for something to include in the newsletter. He also advises that there are 160 Life Members that receive newsletters. He is aware that some are Silent Keys, and would like to send a 1st class letter to the Life Members to see if they have e-mail, are still active, etc.

Treasurer's Report:

Treasurer Richard Block, KL7RLB, says the books are on the table if anyone has any questions. Jim Wiley, KL7CC, asked if we have money available to deal with the State gaming issue. The question arose from a statement by Johnny Gibbons that gaming monies could not be used in this effort. Richard wants to ask Lisa Rogers to be sure, but he believes that we can use gaming monies as we routinely transfer those funds to General Operating and use them for the operation of the Club. After some discussion, Richard moved that the Board authorize the expenditure of up to \$15,000.00 the appropriate council to be retained in dealing with the Gaming issue. It was seconded by Mike Borer, WL7CKB, and passed unanimously.

Contributions and Grants Report:

Randy advises that we do have a letter from JARA, Juneau Amateur Radio Association, for a Grant of \$750.00. He will send it on to Jim Larsen, AL7FS, for review.

Gaming Committee Report:

Gaming was discussed at length, and appears above.

VHF Committee Report:

It was reported that Doug Dickinson, KL7IKX has replaced a voting card on one of the Club repeaters. Also that he has put a new cable in down at the Alyeska site. He hopes to get the link up in the next month, and he will see if we should continue to pay \$150.00/mo. for line charges at the site.

VEC Report:

Jim Wiley, KL7CC, is preparing to go to Gettysburg on Tues. the 24th. He will raise the topic of remote testing for discussion. The code test has been converted to the new format, and all else seems to be fine.

ARES:

Things are going along fine. Mike Borer, WL7CKB, said there would be a need for some funding, but Richard, KL7RLB, showed where it was in the budget and available.

Newsletter Report:

No report was submitted.

Activities Report:

No report was submitted.

Old Business:

Lisa, the Gaming CPA, is not here, but has advised that she is going to file the 2000 tax return. She sends word that Shaw has not been filing the Bingo paperwork in a timely fashion. She will also be actively involved in our Bingo problem. Richard, KL7RLB, will see to it that she has all the information that she needs.

Hamfest:

Jim Wiley, KL7CC, is proposing a 9:00 a.m. to maybe 6:00 p.m. event schedule. Earlier for set-up. HRO will be here and they believe there will be factory representation from Icom, Yaesu, and Kenwood. HRO will be bringing stuff for the AARC Motorhome, and sell it to us at below Hamfest prices. He has also invited the Alaska Computer Society to participate on a vendor level. He is working on a list of door prizes. He presented a budget for the event showing expected expenses and income. Mike Borer, WL7CKB, made a motion to take up to \$3000.00 to the membership for approval. John Lynn, KL7CY, seconded the motion and it passed unanimously.

New Business:

In discussing the 3 phone lines that the Club pays for, John Lynn, KL7CY advises that he found some multiple line boxes for \$11.00. Randy Vallee, AL7PJ, suggests that we drop 1 line, and make sure to have voice mail to the main line. Randy advises he will get with Pat Wilke, WL7JA, to see what our possibilities are. Richard Block, KL7RLB, believes we are paying too much the way the long distance service is set up, and would like to make some adjustments. John, KL7CY, will also take that up with Pat, WL7JA.

After further consideration from last month's discussion about the KL7ION repeater, Randy, AL7PJ, advises that he will get input from Doug Dickinson, KL7IKX, and then draft the letter to send to Parka.

John, KL7CY, advises that the APRS digipeater at the Calgon Rd. site that is owned by Alaska Repeater Sites, costs \$10.00 per month. John then made a motion to pay ARS the monthly fee. It was seconded by Mike Borer, WL7CKB, and passed unanimously.

Jim Wiley, KL7CC, described some lessons learned at Field Day, and says that there are several problems with the Tower

and Power Trailers. He estimates that it will require about \$2,500.00 to correct both trailers. After discussion, Mike, WL7CKB, suggested, and all agreed, that we table the issue till next meeting.

Jim Wiley, KL7CC, presented his idea of forming a Youth Education Committee. Richard, KL7RLB, offered a voice of support. The Board agreed to establish the committee, and Jim volunteered to start putting the committee together.

There was some discussion about developing a publicist position. More discussion will follow.

Richard Block, KL7RLB, reminded the Board that he still wants to deal with finding an Assistant Treasurer.

Jim Wiley, KL7CC, wants to deal with Frigid North to clarify who is allowed to sign on the Club account.

There being no further business, Bill Reiter, KL7ITI, moved to adjourn, John Lynn, KL7CY, seconded, and the meeting was adjourned at 9:51 p.m.

Submitted by H. Keith Clark, WL7CSR, Secretary

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The DALTON HIGHWAY ADVENTURE

If I have not told you our goal is to travel every highway that is in Alaska that is shown on page 3 of the Milepost which is AK most popular travel guide. The Dalton also known as the "HAUL ROAD" is gravel road that stretches 500 miles north of Fairbanks and it is mainly used by large trucks! It is almost standard procedure to have flat tires or broken glass taking the Dalton so that is why most people fly or go on a tour and let them handle the problems! Based on previous experience we just take the F-350 two spares, cardboard, plastic and duct tape and as always our headlight protectors are on and we leave for what turns out to be a 52-hour grueling but wonderful, exciting adventure. I can not start to describe all that we seen and the pictures just can not show it like it should be but in our hearts we will always cherish the midnight sun on August 10th; the bright red, orange and gray and other colors of tundra growth, the mighty Yukon River, the Arctic Circle, the last spruce tree 220 miles south of Prudhoe Bay. The indescribable Brooks Range with huge mountains shooting into the sky with only bushes down low, then tundra growth and the beautiful multicolored rock, wild musk ox, caribou, a Wolf and then finally the flat as a pool table with tundra with 2000 foot of permafrost below which makes for lots of small, shallow lakes, the Pingo's(hills from 3 foot to 150 foot from heaving, likely frozen underground lakes, the pipeline that snakes ahead as far as the eye can see, the ice pack in the arctic ocean, Prudhoe Bay and the WORST ROAD I HAVE EVER BEEN ON! The best pictures and memories are the ones in our hearts!

As we went north there is something about the width and power of the Yukon River that calls! From there as we headed for the Arctic Circle it began to rain and the road really went to pot for about 50 miles. At the Arctic Circle the hardship of the trip began as we had a tire going down on the F-350 which

ultimately turns out to be due to a self-tapping screw that we picked up someplace on the road. IE we had a flat on the 5th on the Dempster at the Arctic Circle and now again on the Dalton. What are the odds. We changed it in the mud and did not get to dirty and we were off. We made it to Coldfoot which is 260 miles south of Prudhoe Bay and got the tire fixed for a mere \$25.00 and were off. Now the road really starts to deteriorate but the Brooks Range is so breath taking and we had a break in the rain and it turned to partly cloudy and we had sun so we took pictures like mad! We then went over Atwan Pass, which was a nightmare for the pipeline builders. We were amazed that the pipeline is right along the road for miles and you can hit it with a rock from the road several places. We were amazed that the pipeline is buried in the braided stream riverbed for miles and in spots has water running on top of it. We came off the Brooks and into the foothills and really noticed the TUNDRA. We had a tailgate supper with our mesh bug clothes on, as the mosquitoes were bad. So far just one small rock chip from a 1/2 ton pickup at that. North of the Arctic Circle it is pickups, SUV's, Vans and trucks. We no longer see cars. It is muddy, as getting slick and the trucks are noticeable going slower! We try and pull off for the trucks or at least pull over and stop and if possible meet THEM when they are coming up hill so their speed and rock throwing ability is lessened! It is slick on the shoulders and the sides are very steep and high, about 15 foot downs most places. If you go off you ROLL and that is all there is to it! The thought crosses your mind as you meet a truck coming at 50 mph down a 12% GRADE! There are many 10 and 12% grades and there are no signs or guardrails or reflectors or flags. Once in awhile there is a red piton if part of the shoulder is missing right there. The only signs are the one showing a truck getting ready to get down a hill that is it.

We saw a beautiful sunset just south of Prudhoe Bay at midnight. We got in about 12:30pm and drove around looking for a bathroom...you see there are no bathrooms the last 220 miles and no bushes or rocks to get behind the last 100 miles. The Tesoro station is 24 hours but turns out to be self serve for credit cards only and since things are full we bed down in the F-350. I listen to the ham radio a little and signals are boiling in from the Pacific, Europe and Russia. I'd like to have my home station here for the summer! We don't sleep very well, as we have to go to the bathroom bad. I was thinking if it got much worse I'd crawl under a building and use a little shovel I had in the pickup box. It turned out it was a good thing I did not as there are all kinds of bears in Prudhoe Bay and they were out big time as we found out in the morning at the Arctic Caribou INN.

I forgot to tell you about the road by HAPPY VALLEY on the way up. There is 50 miles that is something like I have never seen in my life and I hope I never do again. It is raining hard and it is 10 pm at night and they are out balding the road (seemed like an emergency to me), I mean balding the rocks from the size of your fist to twice as big as your head and trying to run a packer over them. There is muck on top, and around the rocks and tracks where the vehicles ahead of you

had gone. I very nearly got stuck 4 times and was just kicking myself I did not have it in 4 x 4. If I spin out I am going to have to wade through muck up to my knees to put the hubs and pray I can get going again. Fortunately with all the rock there is a base although we drag several times. Then the ultimate, something I could not believe. The road grader is pulling the shoulder in. You say what is so unusual about that? The shoulder is a 3 foot high, four foot wide windrow of rocks from the size of your fist to twice the size of your head and he is balding them out on the road WHERE YOU HAVE TO DRIVE! I am bumping, twisting, and slithering along at 5 mph praying my tires will hold up and I don't put a rock in the oil pan or something else underneath and every once in awhile meet and 18 wheeler but guess what they are "PUSSY CATS" now as they are crawling along also! I suddenly don't feel like a tourist in the way! I got the distinct feeling if you make it this far you now gain some respect from the truck drivers who drive it all the time! Can you imagine trying to change a tire in the muck! Or a shower of mud rained on getting a rock through the windshield before this as even at the slow speeds you just. The truck was absolutely muck, every place.

Back to Prudhoe Bay. We get to the Arctic Caribou Inn about 5:30 AM and seen an Arctic Fox run across the parking lot and get out and listen to a couple of fellows talking about the bears. They broke into a pickup and got into some food. The one guy said he seen one coming so he jumped up on the cab of his pickup but the bear paid absolutely no attention to him. They fine you big time for leaving food out in anything that a bear can get into let alone feeding them but they still have what are called GARBAGE BEARS. They have to shoot some of them they get to be such a nuisance. They haul them out 200 miles and they come back. Anyway we hustle into the INN and charge up and down the halls looking for the bathrooms. Edith finds the Ladies right away but I can not find the men. I am dancing I have to go so bad and just in the nick of time I spot the sign and go charging through the door. As this great wave of relief swept over me as I count 1001, 1002 and get to 1045 and I am pretty well drained I remember Earl Butz former secretary of Alaska who got fired for a racist comment about black people were happy if they had a shined pair of black shoes and a warm place to go NUMBER 2.. You know what I thought that bathroom was a pretty special place and I don't think Earl's comment was that derogatory. Some people just don't appreciate the finer things in life!

We have a buffet breakfast and get signed up for the Prudhoe Bay tour. As we eat I read the signs and talk with others and find out more about the bears. I then realize we were so very fortunate not to have a bear in the back of the F-350 during the night as we had food in a cooler and rubber tub with just a couple of bungies. We hustled out and put all the food in the cooler and put it in the cab of the truck. I then realized I had a lot of pictures in my digital camera so I drop the tailgate down and download my pictures to the laptop. Earlier a fellow was sitting in the hall with his laptop plugged into 110vac so I really did not feel out of place. Nobody really gave me a second look! By now it was tour time. It was very interesting,

and in the travelogue I talk a lot about it. ANWR should happen, they are terribly environmental sensitive and now they can drill out up to 4 miles so the impact and acres with wells, etc on them are a very, very, small percentage. It actually is to the point of being crazy the money and effort they go to protect the environment! If you want to know more about the oil situation I really did spend a lot of time learning about it up here and it is fascinating! The tour also took us to the Arctic Ocean and I took off my shoe and sock and put my foot in a have pictures. Edith put in her hand. The fellow had towels so I should of had my swimming suit on and went swimming but anyway I made my goal and put my foot in the Arctic Ocean. We could see the ice pack out about 1-mile. It was all crushed up but all the water was covered with crushed, floating ice. When the tour was over we drove around town for 30 minutes or so but there are only a few roads you can drive on. There is no kids or school and most people work 2 weeks on and one off and fly in and stay in dormitory like places with food service, exercise and rec. rooms. It is a place to work and sleep. The summer has about 2500 workers and in the winter goes to 5000-7500 as that is when most of the work is done on the snow and ice so as to no to damage the environment and not have to build an roads.

We discovered there was a port a potty at the Tesoro station. OH IF WE HAD ONLY KNOWN! ANYWAY WE USED IT THREE TIMES BEFORE WE LEFT TOWN TO BE SURE WE WERE WELL DRAINED!

I PUT UP MY DIPOLE AND WORKED EUROPE AND THE RUSSIA WITH GREAT SIGNALS. MADE THE 6 PM SD TIME schedule and made contact from as far as you can drive a car north in North America so we can add that to our most westerly point in North America at Anchor Point, AK. We then started the return trip, which started out great as the first 50 miles of road is good, i.e. 40 mph, and the sun was shining. By the time we hit the Happy Valley stretch it was starting to sprinkle and the road started out being better but the 33 miles right up to Happy Valley was just as bad as before. We had a pickup go around us going 20 mph. I can not imagine how it stayed together and why all four tires did not go flat. I would not buy a used vehicle in Alaska, no WAY! We got past the terrible stretch and were up to 20 mph sometimes and Edith said I think we are getting a flat tire and sure enough the same one as before, passenger rear is flat. It is raining lightly and muddy and rocks are sticking up in the road but we are a team and things are going great and I am kneeling on some boards and not even getting very muddy and I have my bug clothes on and the truckers see our flashers and slow down decent. We are just putting on the spare and it HAPPENS! ALL THREE WHEEL ON THE PICKUP DECIDE TO SIDE ON THE MUD! I yell and Edith jumps back and the hub is setting on the hole in the rim by about 1/8" and the jack is half tipped over. Ultimately is looked like what happened is the jack sunk in the muck down on some pointed rocks and they moved and that is what happened rather than the pickup sliding. ANYWAY NOT A GOOD SITUATION! I now end up getting very muddy but manage to slip some blocks under the axle pushing

them in place with some of my masting, obviously not getting under the F-350 which could come crashing down to the hub at any time. I then carefully back the jack off and believe it or not the wheel holds it. Now to get the jack back under. I just can not get it as the rocks are giving me to uneven a surface so by then two fellows that were on our bus tour stop, small world for people up there, and he finds a 2x 4 in the ditch that is about 6 foot long so I set the jack on it and after many tries get the jack at just the right height and get it so it will just slip under the axle and keep the cup shape piece on top of the jack straight so when the jack comes up the axle is cradled in it. I cursed that thing as when I tried to turn the rod to raise the jack it would turn sideways or the jack would tip over and I would have to start over. My 36 years of working with the public and only losing it twice was taxed quite heavily here but I made it and FINALLY GOT THE JACK SNUGGED AGAINST THE AXLE AND GOT SOME UPWARD PRESSURE ON IT. It was celebration time! Now to carefully jack and pray the jack did not slide off the 2 x 4 or the 2 x 4 did not slip on the rocks. WOW! Things worked great, the 2 x 4 made some snapping noise as it pressed into the rocks but that was good as it anchored the 2 x 4 so it would not slip and the jack was real straight so it did not slip. We finally got it high enough so the weight was off the rim and was able to turn the tire and get it on the studs and get a couple of nuts on. Now it really was time for celebration. This was about a 45 minute episode and the bugs nailed my belt line but good where I was bent over but we had the spare on and our friends headed on down the road and we soon followed after trying to wipe off some of the mud! The road slowly got better but the fog and rain got worse! The plan when leaving Prudhoe Bay was to stop and sleep and if we had to go to the bathroom we would do it in the dark on a pull off. But now I was so keyed up from the tire episode we decided to drive until I got sleepy. We went over the Atwan pass in pea soup fog and Edith who really has gotten over the white knuckles about went ballistic going down the 12% grade maybe seeing 10 foot ahead knowing it is a 1000 foot off the side and it is wet and looks very slick but actually felt real good. I obviously went very slowly. It is about 1 mile down with a couple of curves. After awhile it cleared up some from the fog and was still light. Now for the title of these E-mails. We just pass the first bathroom south of the Prudhoe Bay at about 220 miles south and we are I suppose about 30 miles north of Coldfoot. OK you know some about the conditions, no bathrooms, only trucks, pickups, vans and SUV's, it gets dark about 12:30pm, the fog and rain. We come around the corner and here is a sub-compact about the size of a Tempo and this Japanese couple is changing this front tire. It is getting dusk but you can see her hunched over rubbing her hands and a steaming Styrofoam cup of coffee on the hood. He gets up from kneeling by the front tire as I roll to a stop and am running the window down. I see travelers suitcase setting out that you pull with a handle and has wheels and the trunk is open but nothing else is out so obviously they are not carrying much are there would be stuff setting all over to get the spare out of the trunk. He comes bouncing around the front of the vehicle and I say are you OK, DO YOU HAVE A SPARE. In

broken English with a very Japanese accent, smiling, happy voice he says I HAVE SPARE, I'M OK! I'M ALL RIGHT!

I am embarrassed to say ALL I COULD DO WAS SAYING GREAT! OK! AND HEADED DOWN THE ROAD ROLLING UP THE WINDOW! I managed to hold it until I got past the rear of their car and I busted out laughing. I laughed until the tears rolled down my face! MY GOD! They are NOT OK, THEY ARE NOT ALL RIGHT! I sure hope they had sense enough to turn around and go back to Coldfoot. I think they were putting on a doughnut but I can not swear to it. They may have had another spare in the trunk or back seat but it really did not look like it. That little car would not be up to that road. As I write this I really feel bad about not turning around and going back; although I know I would of busted out laughing when I tried to talk to them. As I write this I get to laughing and I know for the rest of my life if anybody says I'm OK, I'm ALRIGHT I will remember this innocent, sweet little Japanese couple and I hope the Lord took care of them! Remember it is the "LAW" of the Dalton to have two spares and not be driving a car and to come prepared!

We kept forging ahead and I just did not get sleepy. We went over GOBBLERS KNOB in pea soup fog and again it was white-knuckle time for Edith. I was OK except at the top there was a pull off and I could not figure out which was the road and which was the pull off. I stopped and it took me a long time to figure out which was which! Again the trucks turned to "PUSSY CATS" a classic sign conditions have deteriorated significantly! We pressed ahead and made the Arctic Circle with great outdoor toilets! Give me a F-350, warm blankets, a toilet and some water and life is GOOD! We wake up as it is getting light after about 4 hours of sleep and head off. The road gets better except for 25 miles of muck from construction and we arrive at the mighty Yukon and pull off and get a picture of the bridge, WOW! BTW I still am on the same tank of diesel I filled at Prudhoe Bay and we go on the to Arctic Circle Trading post we stopped at on the way up. Nice family and we bought some reasonably priced sweat shirts, had some free tea and got our Arctic Circle Certificates and gave them the road conditions for there board posting. We then arrived at our 5th in Fairbanks 52 hours after we left and still had a little diesel left in the tank so made 520 miles on this tank.

TO GET THIS INTO PERSPECTIVE IT IS LIKE LEAVING SALEM AND DRIVING TO DAYTON, OHIO ON GRAVEL ALL THE WAY. LOW SPEED 2-5 MPH TO TOP SPEED OF 60 MPH FOR A TINY LITTLE WAYS! SOME SECTIONS ARE 40-50 MPH. The high point of the trip home were seeing the wild Musk OX right along the road and the Yukon and some of the Brooks when the fog was not to bad and the first 100 miles south of Prudhoe Bay the Arctic Tundra really good.

Would I do it again! ABSOLUTELY! It is something WE WILL NEVER FORGET! Thanks for riding along and please send me E-mail once in awhile! Just don't use reply without

deleting what you got from me, THANKS! Address is w0sd@winlink.org

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FREE AMATEUR RADIO CLASS

FAST TRACK FIVE DAY AMATEUR RADIO CLASS

You are invited to in a marathon evening 5-day amateur radio class for the technician class license and upgrades. For many years, amateur radio instructors Rick and Lil Marvin have been requested to conduct a fast-track amateur radio class. With a lot of coordination and luck, and working with Gordon West, the Marvins have succeeded in putting together a five-day marathon amateur radio class, which will run from Monday, September 10th through Friday, September 14th. Interested students must meet the following requirements before beginning this marathon class:

1. Students interested in the technician class license must have completed reading Gordon West's Technician Class books at least two weeks prior to the first day of class.
2. Students interested in the General class licenses must have completed reading Gordon West's General Class license books at least two weeks prior to the first day of class.
3. All students must complete a pre-study questionnaire for the class of license for which they are studying at least two weeks prior to the first day of class.
4. Students interested in meeting the Morse Code requirement must obtain their Morse Code study tapes and BEGIN MORSE CODE STUDY NOW!

Study materials and questionnaires may be obtained from Rick and Lil Marvin, who can be reached at 277-6741 or rlment@alaska.net. They will be using Gordon West study materials exclusively. Students using their own Gordon West study materials must make sure that the study materials are current. Due to limited available space, students must register for this marathon class on or before August 31st. There will be no fee for the class other than the cost of the study materials. The location will be the Ann Stevens/American Red Cross building, 235 E. 8th Avenue, second storey. The time will be from 6:00 PM to 9:00 PM.

Students will have a rare opportunity to meet with Gordon West, and be taught by him and prepped by him to help students pass their amateur radio exams. They will find the world of amateur radio to be a unique one which will open many avenues of learning and adventure, and offer them a chance to meet and talk to other amateur radio operators all over the United State and the world. See you all at the ham class!!

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FOR SALE

-Uniden HR-2600 10m mobile, all mode transceiver. \$100.

-Yaesu FT-1500M 2m mobile transceiver (like new) 50w,
1200/9600 bps
packet compatible. Very compact. \$135.

Paul Jendryk NL7PJ, 248-5312

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Visit this website for frequently updated information on
the Interior Alaska 2001 Hamfest:

<http://www.mosquitonet.com/~fbrown/01hamfest.html>

or go to Arctic ARC's website <http://www.k17kc.com> and
click on the link on the opening page that reads: "For
2001 HAMFEST news click here"

Go to both hamfest main events, in Anchorage on Sept
15 and Fairbanks on Sept 16!!

Fred KL7CUS, Arctic ARC's Hamfest webguy.

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Special Bulletin 8 ARLX008

From ARRL Headquarters
Newington CT July 2, 2001
To all radio amateurs

SB SPCL ARL ARLX008

ARLX008 "Mister Guitar," Chet Atkins, W4CGP, SK

Guitar picker, music legend and Amateur Radio operator
Chester B. "Chet" Atkins, W4CGP, of Nashville, Tennessee,
died June 30. He was 77.

Known as "Mister Guitar," Atkins hailed from East Tennessee
and began his musical career playing fiddle, but later earned his
reputation as a guitarist. He went on to become the most-
recorded solo instrumental musician in history.

Formerly WA4CZD, Atkins, a General licensee, obtained the
vanity call sign W4CGP in 1998--the suffix standing for
"certified guitar picker." He was an ARRL member. He won 14
Grammy awards during his career and was elevated to the
Country Music Hall of Fame in 1973. He was presented with a
Lifetime Achievement Award in 1993 by the National
Academy of Recording Arts and Sciences in part to recognize
his guitar-picking technique as well as his wide influence on
music. He had more than 100 albums to his credit.

In addition to his own success as a performer, Atkins helped
launch the careers of other notable performers. He is given
primary credit for developing the uptown Nashville Sound that
helped country music to compete with pop music.

In his later years of performing, he sometimes paired up with
musicians from the pop and jazz worlds and was a frequent
guest on the radio program "A Prairie Home Companion."

A funeral service for Chet Atkins will be held July 3 in
Nashville's Ryman Auditorium, which formerly served as the
home of The Grand Ole Opry where Atkins performed for
many years.

More information on Chet Atkins is on the Chet Atkins, Mister
Guitar Web site <http://www.misterguitar.com/index.html>.

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Don't Forget the State fair coming up August 24th through
September 3rd. If you would like to help out at the DES
(Department of Emergency Services) booth you will be able to
get a pass into the fair, mileage out and back. There are still a
few openings on the weekend. If you have any questions or
would like to help please contact John Lynn on Packet on
ANCBBS or email johnlynn@gci.net

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AMSAT NEWS SERVICE BULLETIN 224.01 FROM
AMSAT HQ
SILVER SPRING, MD, AUGUST 12, 2001
TO ALL RADIO AMATEURS
BID: \$ANS-224.01

AO-40 command station Stacey Mills, W4SM, reported to
ANS that during orbit 362 while AO-40 was in view of most of
the Eastern Hemisphere, the S-1 transmitter abruptly stopped
transmitting.

Telemetry readings up until the moment of cessation (voltages,
currents, temperatures, etc.) were completely normal. No
ground control or commanding or experimentation was being
done at this time. Prior to this event the S-1 downlink
transmitter had produced excellent results. Many stations
reported much stronger downlink signals via the S-1
transmitter.

The scheduler switched the S-2 transmitter on at the
appropriate time.

An initial attempt to manually switch the S-1 transmitter back
on did not appear successful. While we study this situation

further, the S-1 downlink has been taken out of the schedule. Thus, the U/L-1 to S-2 passbands is currently active.

RUDAK testing continued on orbit 349 and orbit 354. Testing during these two orbits was very successful. Bdale, KB0G, is periodically posting brief RUDAK updates via the Internet at:

<http://www.amsat.org/amsat/sats/ao40/rudak/>

ALON/ALAT was also re-adjusted to the edge of the solar sensor wall, with ALON slowly decreasing. Stacey reports that when the ALON decrease begins to affect downlink signals, it will be again adjusted. In addition, Sun movement in the next few weeks will allow command stations to move the satellite closer and closer to 0/0 ALON/ALAT numbers.

The current ALON/ALAT (as of orbit 358) is approximately 346/3. This is based on solar angle measurements only, but should be reasonably accurate.

JAMSAT informed ANS that it was pleased to announce the SCOPE camera on AO-40 successfully captured its first image in orbit. The image is available for viewing on the JAMSAT SCOPE home page at:

http://www.jamsat.or.jp/scope/index_e.html

The image shows a beautiful, crescent blue Earth and suggests the possibilities of AO-40's SCOPE cameras!

AMSAT-NA President Robin Haighton, VE3FRH, found the image breathtaking. "Congratulations to all the SCOPE and RUDAK crews for a very notable achievement. Thank you from the Board of Directors, officers and members of AMSAT-NA," said VE3FRH.

Stay tuned to ANS, the official source of AO-40 information.

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Two U.S. astronauts were beamed live into the halls of Congress recently to testify before a scientific committee. James Voss and Susan Helms, aboard ISS, gave lawmakers a tour of the space complex, which recently completed its first phase of construction with the installation of an aluminum airlock. -SpaceDaily

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Boeing officials announced a major transition of work in its human space flight and exploration divisions. Approximately 1,100 jobs will be redistributed with a significant portion being relocated from Southern California to Florida and Texas. The business-wide move of functions and related skills will allow the company to complement customer functions for the International Space Station and Space Shuttle programs. - Space News

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A team of scientists, using data from NASA's Chandra X-ray Observatory on the X-ray afterglow from a gamma-ray burst, has proposed that these mysterious explosions represent the formation of an electromagnetic black hole. This could be the first evidence of the explosive extraction of energy from an electromagnetic black hole. -SpaceDaily

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ANCHORAGE HAMFEST 2001

September 15, University Center Mall

One day only!! FREE admission

Location: University Center Mall, Old Seward Highway and 36th

In the former Pay & Save store location

Doors Open to the Public at 9:00 AM, Close 6:00 PM

**Grand Prize Yaesu FT-817 All-band, All mode portable backpack transceiver
(hf/6M/vhf/uhf)**

**Other prizes: Alinco DR-605TQ Dual-band VHF/UHF mobile transceiver,
Alinco DJ-c5t credit-card size dual band ht, palm pilot pda, garmin gps
receiver**

**(Prize drawing tickets \$1.00 each, must be present to win – list of prizes subject to change depending on
availability)**

Featured Vendors

Ham Radio Outlet

Kenwood – ICOM

Yaesu – Alinco

Alaska Computer Brokers

See LIVE displays of Amateur Radio activities
and equipment - Find out first hand about
Amateur Satellites, Emergency
Communications Systems, Licensing,
Computers and Ham radio, Public Service
Activities and more!

HAMFEST SPECIAL!! World famous
ham radio instructor Gordon
West will be offering a special
ham radio licensing course, 5
days to your ham radio license!
No charge for course (you must
obtain course materials, and
study them ahead of time!).
September 10 thru 14, 6-9 PM at
the Red Cross, 8th and Cordova.
To obtain study materials and
reserve a seat, contact Rick or
Lil Marvin, at 277-6741 to
reserve a seat.

Hamfest Banquet Dinner

Friday, Sept 14, 6:30 PM until 10:00 PM

Royal Fork Restaurant (south) - Old Seward Hwy about ¼ mile S.
of Dimond Blvd. \$11.00 each per head – all you can eat,
includes drinks and dessert

Tables: \$25 individual, \$50 commercial – no added commission
charges. To reserve table space, call John Lynn, KL7CY, at 337-
1091, or Jim Wiley, KL7CC, at 338-0662. Tables may be paid at
door, but space must be reserved before event start.

Electronics swap-fest: radios, computers, auction items, parts, books, antiques, antennas, software,
surplus goodies, new and used ham sets, free stuff, rare items, printers, and more!

Anchorage Amateur Radio Club, Inc
Post Office Box 101987
Anchorage, Alaska 99510-1987

Bulk Rate
U.S. Postage
PAID
Anchorage, AK
Permit No. 223



No Honey, he's not a Star Trek "Borg"., it's only Uncle Strech working a satellite pass.